

News from Jamaica.
ON KINGSTON CORRESPONDENCE.
Death of United States Consul Hopkins—His Funeral and
Oration—Fire in a British Brig—Markets, &c.

Kingsley, July 14, 1859.

I regret to announce the death of Mr. Hopkins, the highly esteemed Consul of the United States for the Island, which took place this morning. His remains will be interred this evening with all the honors that are due to one who has given his life to the public service. He arrived here on the 20th of May last.

Between the hours of twelve and one o'clock on Sunday morning the 10th of July) the brig "Eagle" (Capt. Pearce), of Liverpool, was captured by the rebels, and was sent to the port of Freeport, where it was discovered to be in the hands of the rebels, who were on the poop. The alarm soon spread over the ship, and all hands hurried out of their berths to endeavor to reach the cabin; but the heat was so intense as to make it impracticable to do so. The "Eagle" was a small vessel, and there the day was in a state of commotion, it being reported that the premises of Messrs. Barclays & Hollands were in flames. Thousands of persons flocked to the bottom of King street, and to get out of the way of smoke and fire.

The surveyor of Fire Engines Mr. Nease (Fitzgerald) was the first in attendance with his engine. Colonel Whitfield and other officers, with a large number of soldiers from Up Park Camp and the barracks, were very soon on the spot, and did their best to extinguish the flames.

The flames were spreading rapidly over, destroying the engines which had been used to subdue them, when several boats put off from the shore, with a good many persons, to save what part of the cargo they could, but every attempt was made to prevent them from doing so. Mr. Pearce, a most indefatigable officer, Mr. Ross, Major Stannard Peacock Company, and the officers and crew of the Eagle, and Capt. Ross and officers of the "Berkens," were early on the burning vessel, and in the most gallantly manner.

We are sorry to state that when the smoke had cleared, two men who were not cutting away the sail, were overboard by the falling of them, and one, the Gunner of the "Berkens," had a leg and arm severely injured, and was taken ashore. Two others, Capt. Ross and Capt. Ross, were severely wounded, and were immediately removed to the hospital. The origin of the fire cannot be traced. There was a large quantity of coal on board, although it is hardly likely that the cause can be attributed to combustion of the coal.

Business has continued very dull during the last fortnight, the heavy rains mentioned in our last having prevented dealers from the country districts coming to town. It will be noticed, however, in our review, that there has been an increase in the price of sugar and rice, which we may infer, is to be principally attributed to a scarcity of ground provisions, the slave not having enough to supply which the previous severe drought greatly affected.

AUTOGRAPH, Ballou's Voyage from St. Louis to Lafayette, Indiana.

NOTIFICATION OF PROFESSION OF WIFE.

We started from St. Louis at 11 A. M. July 30. As we ascended the Mississippi, a broad band of land, with the river itself, was the only visible surface, and its hundreds of steamboats moored in succession along the shore. The city has a characteristic commercial aspect.

The various unshaded and undraped public buildings, with their gilding and gaudy appearance of old and new, a multitude of steamboats, while the population are about one hundred and sixty thousand.

The Mississippi, under the atmosphere of the day, looks like a wide, rolling green carpet, with a few scattered steamboats, and sun-drenched banks, seems to travel about as fast as a water spaniel in the sunbeam, and showed no larger than a common sparrow, though some of them were belching up volumes upon volumes of black smoke, and were moving with a rapidity that would be remarkable even with their banks.

After passing the mouth of the Illinois, we reached a point where the river was very narrow, and the banks were almost a continuous cliff with their banks. The banks were sand and stone, and the water was high above them. The city is composed of very ancient buildings, with little or no architectural pretension.

After we had crossed the river in a curved direction, starting towards the northwest, then north, and then northeast as we rose higher, we passed over the lagoons and marshes, and the prairie country looked from above like a field of trees, dots on the prairie country look from above.

The island deposit is very picture of a "death pot" of pestilential miasma, and it makes one wonder how such a miserable looking place could be the terminus of so great a thoroughfare as the railroad, which traverses the States a thousand miles from coast to coast. True it was, that the nature of the day made itself look more gloomy.

Having now scanned the city and the environs, we took a look over the great prairies that unfurled themselves to the eye, and the prairie country looked from above like a field of trees, dots on the prairie country look from above.

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